

# STOCK MARKET NOT ANIMATED

Dullness in Trading Due to Expectancy of Important Announcement.

## RELATED TO HARRIMAN ROADS

Call Money Rate Hovered All Day About the 2 Per-Cent. Figure—Time Rate Higher.

**NEW YORK.** September 14.—While not precisely apathetic, to-day's stock market lost much in animation compared with last week's rate of activity. The dullness of the trading through much of the session was due mainly to the attitude rather than to indifference. The waiting was on an expected announcement of financial readjustments of the Harriman railroads, primarily. A large proportion of all the dealings was in the two Harriman Pacific stocks and in the gold.

The way in which prices ran off from this opening level suggested distribution and a suspicion of this dominated the professional attitude towards the market for the day. The equities' quietude of speculation was due partly, no doubt, to the recognition that conditions have ceased to work towards increasing supplies for the money market, and have turned in the direction of depletion.

The call money rate hovered around 2 per cent., and the prolonged period of 1 per cent. call money was regarded as evidently ended. Time money rates were marked higher. Other movements of the money market reflected some market inquiry, including mercantile paper, although rates are not yet quotably altered. Railroad traffic officials reported some improvement in the tonnage movement.

Bonds were irregular; total sales, par value, \$2,658,000. United States bonds were unchanged on call. Total sales of stocks to-day, 606,200 shares.

**NEW YORK.** September 14.—Money on call steady at 1 1/2-2 per cent.; bidding, 1 1/4 per cent.; closing 1 1/2 per cent., offered at 1 3/4 per cent. Time loans stronger, sixty days, 2 1/2 per cent.; ninety days, 3 per cent.; six months, 4 per cent. Cleared Prime mercantile paper, 4 1/4-2 1/2 per cent.; sterling exchange steady, with actual business in bankers' bills at \$4,890 for \$4,845 for sixty-day bills, and at \$18,655 for demand commercial bills, \$4,84 1/4-\$4,88 1/4. Bar silver, 51-58. Mexican dollars, 15-16.

**RICHMOND STOCK MARKET.**  
Richmond, Va., September 14, 1908.

**SALE SINCE BOARD.** Bid. Asked.  
Virginia Centuries—1,000 at 93%.

**STATE SECURITIES.**

A. C. & R. Co. Tr. 4 p. c. 95.

Chesapeake, Potomac and R. 45.

R. & W. R. City of Ind. 45.

Clark, Col. and Ass. Tr. 7c. 103.

C. & O. & A. M. 55.

Col. and Grand Ind. Co. 1916. 106.

Ga. Car. and North. 1st 55. 102.

Georgia Pac. 55. C. 1922. 113.

Georgia Sout. and Fla. 55. 109.

Gulf and Ala. 55. 1945. 99.

Nor. and West. Ry. 18. 1992. 99.

Nor. and West. Poc. 18. 1944. 87.

Rich. and Dan. Gold. 6c. 100.

Ind. and P. W. 100.

Sou. Ry. 1st 55. 1916. 100.

Southern Railway 1st 55. 1941. 102.

Florida and Southern's 1945. 88.

Western N. C. 1st 55. C. 1947. 108.

Seaboard Air Line 1st 55. 1947. 97.

S. A. Co. 2-year 5 p. c. 1907. 91.

S. A. L. 3-year 5 p. c. 1907. 91.

**RAILROAD STOCKS.** Par.

Atlanta and Charlotte—100 100.

Atlantic Coast Line pfd. 100 100.

Atlantic and Great N. 100 100.

Attn. Co. 1st 55. 1916. 100.

Attn. Co. 2nd 55. 1916. 100.

Pet. S. and Ins. Co. 20 75.

Merchants National—100 100.

National Bank of Richmond—100 100.

National City Bank—100 178.

Pet. S. and Ins. Co. 20 75.

Merchants National—100 100.

Union Bank of Richmond. 25 50.

Bank and Trust Co. 50 100.

**INSURANCE COMPANIES.**

Virginia Fire and Marine. 60 80.

**MISCELLANEOUS.**

Amer. Tel. & Tel. 6 p. c. 100 95.

Amer. Life 1st 55. 1945. 100.

Amer. Life Co. 2nd 55. 1945. 100.

Amer. Loc. comp. 100 95.

Amer. Tel. 4 p. c. bonds. 75.

Amer. Tom. 6 p. c. bonds. 32 1993.

Va.-Car. Chem. pf. s. 100 199.

Va.-Car. Chem. comp. 100 294.

Va.-Car. Co. Co. Tr. 5 p. c. 191.

**COTTON MARKETS.**

NEW YORK, September 14.—Business in cotton market to-day showed by continued stormy condition too far removed from the active trading of to-day to allow a decline during the early trading. Prices opened up with the close very steady at a net advance of 50¢ points. Sales were estimated at 100,000 bales. The market opened at 93 1/2 cents, at the close of 100 1/2 cents with October relatively weak under scattering liquidation promoted by indifferent cashes, a bearish estimate of weekly European cotton imports, and the fact that the West India storm had not reached the cotton belt over Sunday. But advices from Washington indicating that this storm was working over the Florida coast suggested the decline in trading. Prices again rose during the middle session, with the upward tendency becoming more pronounced toward the close on a firm turn in the New Orleans market. Some cotton buyers, however, indicated increased apprehension that the market would eventually work into the soft. The close was at practically the peak point of the day. Southern spot markets reported early wear, and the higher market.

Receipts at the port of New York were 55,663 bales against 12,027 last week, and 33,306 last year. For the week 120,000 bales against 120,000 last week and 150,862 last year. Trade's net loss at New Orleans was 1,448 bales against 1,672 last year, and at Houston 10,250 bales against 9,022 last year.

Cotton futures opened steady and closed very steady.

Open. High. Low. Close.

September ..... 8.74 8.81 8.67 8.87

October ..... 8.74 8.83 8.72 8.87

Thomas Branch & Co.

(Established 1888.)

MEMBERS

New York Stock Exchange,  
New York Cotton Exchange

PRIVATE WIRES TO  
PRINCIPAL MARKETS

## OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By THOMAS BRANCH & CO., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.	SALES:	Open.	High.	Low.	Closing.	Bid.	Asked.
100 Allis-Chalmers .....	104	104	104	104	104	11	Int. Metropolitan pfd. ....	....	....	....	....	....	....
300 Allis-Chalmers pfd. ....	244	234	234	234	234	24	Int. Mer. Marine, pfd. ....	....	....	....	....	....	....
12,350 Amalgamated Copper ...	79	79	78	78	78	78	1,000 International Paper. ....	104	104	104	104	104	104
559 American Can ..... 6	612	614	612	612	612	612	1,400 American Can and Nashville	105%	105%	105%	105%	105%	105%
500 American Can. ....	612	612	612	612	612	612	Manhattan Street Railway. ....	....	....	....	....	....	....
199 Amer. Car and Foundry. ....	39	39	38	38	39	38	Mexican Central. ....	16	16	16	16	16	16
320 American Cotton Oil. ....	35	35	35	35	35	35	Mo. Kan. and Texas. ....	32%	32%	32%	32%	32%	32%
11,900 American Locomotive. ....	474	474	474	474	474	474	300 Mo. Kan. and Tex. pfd. ....	654	654	654	654	654	654
300 Amer. Locomotive. ....	103	104	104	104	104	104	1,000 Nickel and Pacific pfd. ....	674	674	674	674	674	674
5,600 Atlantic Coast Line. ....	91	91	91	91	91	91	Nash. Chat. and St. L. ....	110	110	110	110	110	110
300 Atlantic Coast Line. ....	104	104	104	104	104	104	Nash. Chat. and St. L. pfd. ....	824	824	824	824	824	824
1,000 Atlantic Coast Line. ....	104	104	104	104	104	104	5,400 National Lead. ....	83%	83%	83%	83%	83%	83%
12,500 Atlantic Coast Line. ....	104	104	104	104	104	104	2,000 New York Central. ....	100%	100%	100%	100%	100%	100%
2,400 Brooklyn Rapid Transit. ....	335	335	335	335	335	335	5,100 N. Y. Or. and Western. ....	104	104	104	104	104	104
12,000 Canadian Pacific. ....	174	174	174	174	174	174	160 Northern Pacific. ....	124%	124%	124%	124%	124%	124%
1,500 Chesapeake and Ohio. ....	434	434	434	434	434	434	600 Republic Iron and Steel. ....	814	814	814	814	814	814
3,000 Chicago Great Western. ....	634	634	634	634	634	634	600 Republic L. and S. pfd. ....	814	814	814	814	814	814
5,500 Chicago and Northwestern. ....	478	478	478	478	478	478	160 Acme Mail. ....	26%	26%	26%	26%	26%	26%
2,400 Atlantic and Pacific pfd. ....	91	91	91	91	91	91	5,000 Pennsylvania. ....	125%	125%	125%	125%	125%	125%
1,000 Atlantic and Pacific pfd. ....	124	124	124	124	124	124	160 People's Gas. ....	97	97	97	97	97	97
10,000 Atlantic and Pacific. ....	104	104	104	104	104	104	100 Pressed Steel Car. ....	84	84	84	84	84	84
100 Atlantic and Pacific. ....	124	124	124	124	124	124	90 Standard Steel Car. ....	62%	62%	62%	62%	62%	62%
1,000 Atlantic and Pacific. ....	124	124	124	124	124	124	800 Business Copper. ....	284	284	284	284	284	284
1,000 Atlantic and Pacific. ....	104	104	104	104	104	104	800 Standard Oil. ....	284	284	28			